

April 1, 1995

TRAFFIC ENGINEERING DIRECTIVE

404-3

Supersedes TED 404-2

SUBJECT: LOCATION OF TRAFFIC SIGNAL SUPPORTS

In the placement of traffic signal supports, primary consideration shall be given to ensuring the proper visibility of signal faces as describe in Section 4D.15 of the MUTCD. However, in the interest of safety, signal supports should be placed as far back from the edge of travel way (pavement/shoulders) as is feasible, consistent with right of way, utilities, drainage, etc., but still be accessible for maintenance of the controller, detector, and pedestrian push buttons as applicable. When traffic signals are installed on high speed facilities (those with speed limits of 50 miles per hour or greater), signal supports should be located in accordance with the Roadside Design Guide Section 4.6.

Signal supports should be placed away from the corner radius so as not to affect wheelchair ramps. They should not block pedestrian walkways or access to residences or businesses and not affect local aesthetics.

Supports for post-mounted signal heads at the side of a street with curbs shall have a horizontal clearance of not less than 0.6 meters from the face of a vertical curb. Where there is no curb, support for post-mounted signal heads shall have a horizontal clearance of not less than 0.6 meters from the edge of a shoulder, within the limits of normal vertical clearance.

Underground and overhead utilities should be reviewed and adjusted around or relocated prior to placement of supports.

It mast arm supports are used, they shall be placed so as not to obstruct view of any proposed signal heads.

William L. Wilshire, Jr.
Director – Traffic Engineering Division